

**A. INTRODUCTION**

The proposed Hudson Highlands Fjord Trail (“Fjord Trail”) would be a non-motorized, shared-use (pedestrian and bicycle), publicly accessible linear park, generally along the Hudson River between the City of Beacon (Dutchess County) at its northern end and the Village of Cold Spring (Putnam County) at its southern end. The Fjord Trail would include a Main Trail, Trail Meanders, Trail Banks, Water Trail Connections, Regional Trail connections (“Connectors”), new and expanded parking areas, restroom buildings, and a maintenance facility (described further in Section B, “Project Description,” of this chapter). The term “Trail Corridor” is used to refer to the potential outer limit in which disturbance may occur for the Fjord Trail and its ancillary components.

The proposed Fjord Trail would pass through and link to existing recreational and open space areas, many of which are within the Hudson Highlands State Park Preserve (HHSPP), owned by the New York State Office of Parks, Recreation, and Historic Preservation (OPRHP), or parks owned by Scenic Hudson (HHFT, Inc.’s parent organization). These include, from north to south, Long Dock Park (Scenic Hudson), Klara Sauer Trail (Scenic Hudson), Denning’s Point (HHSPP), Madam Brett Park (Scenic Hudson), Little Stony Point (HHSPP), and Dockside Park (HHSPP). The proposed Fjord Trail would also be bordered by other land uses, including the Metro-North Railroad (MNR) Hudson Line, private residences, NYS Route 9D, and the Hudson River. In addition to being located on property owned by the State of New York, under OPRHP’s jurisdiction or on land for which OPRHP will obtain an easement or lease, the Fjord Trail would be located on property owned by HHFT, Inc. (a subsidiary of Scenic Hudson), land owned by Scenic Hudson, other privately owned property, and property owned by municipalities. HHFT, Inc. would operate and maintain the Fjord Trail and would enter into an operation and maintenance agreement with OPRHP for the portions of the Fjord Trail located on property owned by OPRHP or the subject of a future OPRHP easement or lease (see Chapters III.B and IV.B, “Land Ownership, Management, and Maintenance”).

The Fjord Trail would also traverse the Breakneck Connector and Bridge (BNCB), a 0.6-mile shared-use trail that includes a new bridge over the MNR tracks that was the subject of a separate SEQRA review by OPRHP that resulted in the issuance of a Negative Declaration in December 2022. The BNCB consists of the bridge, parking areas along NYS Route 9D, trail connections to two different trailheads within HHSPP, two restroom buildings, replacement of MNR Breakneck Ridge train station platforms, utility relocations, and upgrades to the Upper Overlook area along the existing Breakneck Ridge Trail. Work on the BNCB began in 2023.

As explained in Chapter I, “Introduction,” this document is a Draft Generic Environmental Impact Statement (DGEIS) for the proposed Fjord Trail sections. The approximately 5.5-mile northern portion (“Fjord Trail North”) and the approximately 2-mile southern portion (“Fjord Trail South”) are analyzed in Chapters III and IV of the DGEIS, respectively. The design, construction and environmental impact mitigation planning for Fjord Trail South is more complex than Fjord Trail

North due to its unique topography and proximity to the Hudson River and location within MNR right-of-way for most of the section. Due to these complexities, this DGEIS includes a more detailed review of the southern section of the Fjord Trail (i.e., Fjord Trail South) informed by surveys, engineering feasibility studies, and constructability assessments. As design advances for both Fjord Trail North and Fjord Trail South, HHFT, Inc. will continue to coordinate with OPRHP to determine if any project modifications would require supplemental environmental review (see further discussion in Chapter IX, “Supplemental Environmental Review”).

The following sections of this chapter provide an overview of the overall Fjord Trail and its ancillary components and describe the proposed Fjord Trail North and Fjord Trail South in more detail, including their anticipated construction phasing.

## B. PROJECT DESCRIPTION

### GENERAL OVERVIEW OF THE PROPOSED FJORD TRAIL

#### *TRAIL COMPONENTS*

The proposed Fjord Trail would comprise 7.5 miles of Main Trail and 2.8 miles of Trail Meanders, as well as Trail Banks, Water Trail Connections, and 2.2 miles of Regional Trail connections (“Connectors”), defined as follows (and shown on **Figures II-1a to II-1c**):

- **Main Trail** – the main shared pedestrian and bikeable course of the Fjord Trail between Beacon and Cold Spring, which would weave through distinct landscapes that define the Hudson Highlands region; the Main Trail would be 10 to 14 feet wide, gently sloped, and would be designed to provide recreational opportunities for everyone regardless of differences in ability (hereafter referred to as “Accessible”).
- **Trail Meanders** – narrower (4 to 8 feet wide), pedestrian-only spur and loop trails that would be short, quick departures from the Main Trail to see a view or access the shoreline, or longer, rambling walks that create new ways to traverse the landscape.
- **Trail Banks** –small pull-offs from the Main Trail for visitors to rest or enjoy views, while establishing boundaries to protect sensitive resources.
- **Water Trail Connections** –trail sections that would connect the Main Trail to existing or proposed kayak launches, shoreline platforms, and stopping points (some of which would be Accessible) along the Hudson River.
- **Connectors** –spur trails that would connect the Main Trail with existing trails in HHSP and to existing and proposed parking areas.

Of the 7.5 miles of Main Trail, 1.75 miles would be in the City of Beacon, 3.75 miles would be in the Town of Fishkill, 1.5 miles would be in the Town of Philipstown, and 0.5 miles would be in the Village of Cold Spring. Of the 12.5 miles of all Fjord Trail components (i.e., Main Trail, Meanders, and Connectors), 3.4 miles would be in the City of Beacon, 5.1 miles would be in the Town of Fishkill, 2.5 miles would be in the Town of Philipstown and 1.0 mile would be in the Village of Cold Spring. About 2.5 miles of the Main Trail alignment and 6.0 miles of all trail components would be within HHSP.

The proposed Fjord Trail would have six main entry points: Long Dock Park (City of Beacon); the Notch (Town of Fishkill); Dutchess Manor (Town of Fishkill); Breakneck, via the BNCP (Town of Fishkill); Little Stony Point (Town of Philipstown); and Dockside Park (Village of Cold Spring). Secondary access to the trail would also be available from Madam Brett Park and a Connector along Dennings Avenue near Denning’s Point in the City of Beacon.



- Main Trail
- Connector
- - - Alternate - Main Trail
- Proposed Restroom Buildings (specific locations to be determined)
- Meander

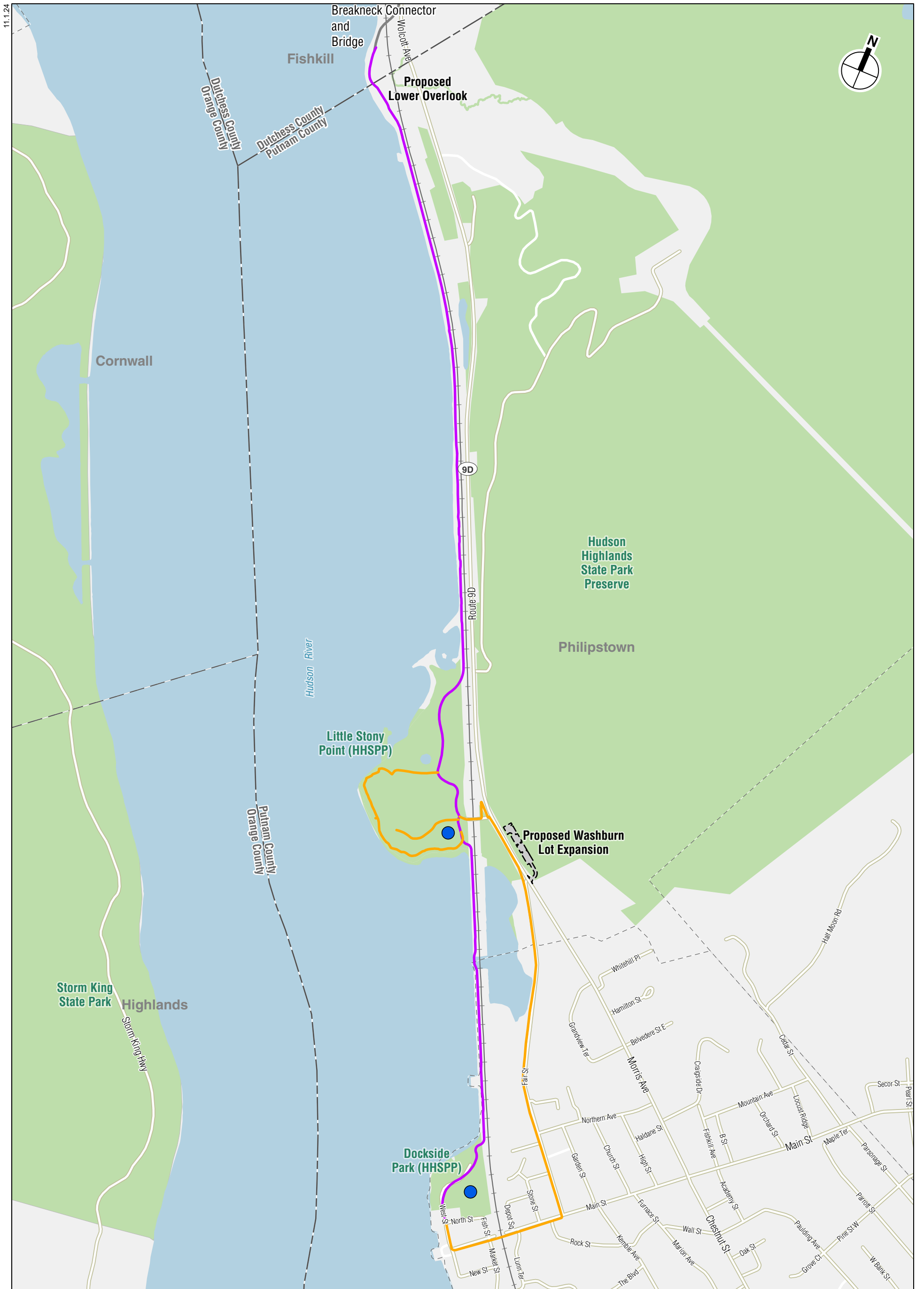
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Proposed Fjord Trail North and Ancillary Components



- Main Trail
- Connector
- - - Alternate - Main Trail
- Proposed Restroom Buildings (specific locations to be determined)
- Meander

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- Main Trail
- Meander
- Proposed Restroom Buildings (specific locations to be determined)



Signage and wayfinding would be placed along the proposed Fjord Trail to guide users. Signage would mark gateways to the Main Trail gateways, identify intersections with Meanders, highlight destinations along the Fjord Trail, and indicate parking entry points off NYS Route 9D. Directional signage would also be provided in some areas, particularly areas of high pedestrian and bicycle traffic, to avoid safety conflicts. Signage and wayfinding would be clearly visible and legible, yet subdued to blend into the surrounding natural landscape, incorporating wood, stone, and painted metal (see the HHFT Draft Master Plan for further details<sup>1</sup>).

### *PARKING*

Each of the six main entry points would be accommodated with existing parking areas or proposed new parking areas. Proposed new or expanded parking areas that would be constructed as part of the Fjord Trail would include (see **Figures II-1b and 1c**):

- **Notch Parking Area:** New 80-space lot in an undeveloped forested area referred to as The Notch in HHSPP, owned by OPRHP, in the Town of Fishkill, accessed from NYS Route 9D
- **Wade’s Hill Lot:** New 90-space lot in an undeveloped forested area in HHSPP, owned by OPRHP, in the Town of Fishkill, accessed from NYS Route 9D
- **Washburn Lot Expansion:** Expansion of existing lot in HHSPP, owned by OPRHP, from 48 spaces to about 96 spaces at the Washburn Trailhead, across NYS Route 9D from the entrance to Little Stony Point in the Town of Philipstown, accessed from NYS Route 9D

At the other entry points, existing parking is located at Long Dock Park and nearby at the MNR Beacon train station, as well as near Dockside Park at the MNR Cold Spring train station.<sup>2</sup> In addition, parking is planned at Dutchess Manor as part of a separate action by HHFT, Inc. that is undergoing SEQR environmental review by the Town of Fishkill (see Chapter VI, “Cumulative Impacts”) and along NYS Route 9D at Breakneck Ridge as part of the BNCB.

### *RESTROOM BUILDINGS*

As a public amenity, a total of 10 restroom buildings would be constructed along the Fjord Trail as part of the Proposed Action; two at each main entry point to the Trail (see below with respect to the Dutchess Manor entry point). Each restroom building is anticipated to be on the order of 400-500 square feet and each restroom location is anticipated to have up to eight stalls. As part of the Proposed Action, new restroom buildings would be constructed at: Long Dock Park, Denning’s Point, The Notch, Little Stony Point, and Dockside Park.

Additional restroom facilities are being constructed by HHFT, Inc. at Breakneck Ridge as part of the BNCB, which was the subject of a separate SEQR review and a negative declaration issued by OPRHP in December 2022. The Applicant also plans to provide public restrooms at Dutchess Manor, which is owned by HHFT, Inc., as part of its planned repurposing of the site, which is undergoing SEQR review by the Town of Fishkill, as noted above. The repurposing of the site is not before OPRHP, as OPRHP does not have approval authority of the construction planned at Dutchess Manor. For further discussion see Chapter III.A, “Land Use and Zoning – Fjord Trail North.”

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<sup>1</sup> <https://parks.ny.gov/inside-our-agency/public-documents.aspx>

<sup>2</sup> Payment is required to park at the MNR Beacon and Cold Spring stations during weekdays and is available free of charge to the public on weekends and designated holidays.

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### *MAINTENANCE FACILITY*

Near the existing Denning’s Point Trailhead parking area, HHFT, Inc. proposes to construct a maintenance facility on the property of the City of Beacon Transfer Station (90 Dennings Avenue) to serve the Fjord Trail, pending further coordination with the City of Beacon. The maintenance facility would be a 4,500-to-6,000-square-foot prefabricated steel building and would include an outdoor storage space (up to about 10,000 square feet), a workshop space, limited office space, up to 20 parking spaces, and utility connections.

### **FJORD TRAIL NORTH**

The proposed Fjord Trail North section would include approximately 5.5 miles of Main Trail that would run generally along the eastern shore of the Hudson River from the City of Beacon south to the northern end of the BNCB. The proposed alignment of Fjord Trail North, along with proposed Meanders, Connectors, and ancillary components (restroom buildings, parking areas, maintenance facility) are shown on **Figures II-1a and II-1b**.

The proposed Fjord Trail North would connect a number of existing recreational resources, including Long Dock Park, the Klara Sauer Trail (which would be incorporated into the Fjord Trail), Denning’s Point (HHSPP), Madam Brett Park, The Notch (HHSPP), and Bannerman Island (HHSPP). Fjord Trail North would also provide a trail connection to Dutchess Manor, a former event space in the Town of Fishkill, now owned by HHFT, Inc. Dutchess Manor is planned to be repurposed under a separate action by HHFT, Inc. that is undergoing SEQR environmental review by the Town of Fishkill as office space and include a small visitor center for trail users (see Chapter III.A., “Land Use and Zoning – Fjord Trail North,” and Chapter VI, “Cumulative Impacts,” for further details).

The proposed northern entrance to Fjord Trail North would be in Long Dock Park in Beacon, where the existing Klara Sauer Trail begins. The trailhead would include new seating, restroom buildings, a bike repair station, and a location for bike rentals. The trailhead would also connect to the MNR Beacon station parking lot via an existing pedestrian path that passes under Long Dock Road. Heading south, Fjord Trail North would travel along and incorporate the existing Klara Sauer Trail between Long Dock Park and Denning’s Point. Portions of the Klara Sauer Trail (future Fjord Trail North) would be elevated on a berm to keep the proposed trail above anticipated sea level rise. Fjord Trail North would also include an elevated overlook along the Klara Sauer Trail section.

Fjord Trail North would slightly realign the existing Denning’s Point Trail where it connects to the Klara Sauer Trail and would provide restroom buildings, seating, and a bike repair station. A Meander would veer along the Hudson River shoreline and connect with and incorporate the existing Denning’s Point Trail on the west side of Denning’s Point, which would be upgraded, as needed, to be Accessible, to the extent feasible. Six Trail Banks for fishing, kayaking water trail access, wildlife and river viewing are being considered along this Meander and are analyzed in this DGEIS. The existing Dennings Avenue, which is a gravel roadway in this section with a bridge over the MNR tracks and provides access to Denning’s Point for pedestrians and authorized vehicles, would serve as a Connector between the Main Trail and the existing Denning’s Point Trailhead and parking area on the east side of the MNR tracks. Near the Denning’s Point Trailhead would be the proposed maintenance facility on the site of the existing Beacon Transfer Station.

Between Denning’s Point and Madam Brett Park, the Main Trail is proposed to continue south via the Beacon Line, an existing railbanked (inactive) elevated rail line owned by MNR, pending coordination with MNR who uses this location for equipment and material storage. Fjord Trail



North would travel through Madam Brett Park along an existing trail. A Meander is proposed that would travel closer to Fishkill Creek and would include areas with picnic tables, seating, fishing, and a wildlife overlook. Fjord Trail North would continue south of the park via a new bicycle and pedestrian bridge across Fishkill Creek, southwest of the existing remnants of the Tioronda Bridge.

South of the new crossing at Fishkill Creek, Fjord Trail North would follow an existing power line clearing west along the south shore of Fishkill Creek that travels across privately owned properties. Beyond this point, HHFT, Inc. is contemplating two options for the Main Trail alignment, as shown on **Figure II-1a**. Option 1 would continue west along the south shore of Fishkill Creek, then continue south across Town of Fishkill-owned property and HHSPP land generally parallel to the MNR tracks and Hudson River, remaining at least 50 feet to the east of the MNR tracks. Option 2 would veer inland, potentially following or paralleling the existing power line corridor that heads south, and remain upslope from the Hudson River, also traveling across Town of Fishkill-owned property and HHSPP land. Option 1 would pass through wetland and marshland areas near and south of the mouth of Fishkill Creek, whereas Option 2 would navigate steeper topography that would require more extensive grading. Option 2 would cross a driveway to a private residence that is surrounded by HHSPP land. Both options have been studied in this DGEIS, but only one option would be constructed, pending further design analysis and coordination with OPRHP, other property owners, and all applicable regulatory agencies.

Fjord Trail North would continue south through HHSPP land, including an area of HHSPP referred to as The Notch. A parking area with about 80 parking spaces, accessed from NYS Route 9D, and restroom buildings would be developed at The Notch. A Connector would be provided between the Main Trail and the parking area and to the existing Notch Trailhead on the east side of NYS Route 9D.

South of The Notch, Fjord Trail North would traverse wooded areas on the rear portions of several private properties and the site of Dutchess Manor. A Connector would be provided between the Main Trail and Dutchess Manor. South of Dutchess Manor, a proposed parking area (referred to as the proposed Wade's Hill Lot) with about 90 parking spaces would be constructed on the east side of NYS Route 9D across from Hartsook Lane. A Connector and potential future driveway would be provided between the proposed Wade's Hill Lot and Dutchess Manor, from which people could access Fjord Trail North. A Connector would also be provided between the proposed Wade's Hill Lot and the existing Wilkinson-Memorial Trail within HHSPP. South of Dutchess Manor, Fjord Trail North would connect to and end at the BNCB on the west side of NYS Route 9D.

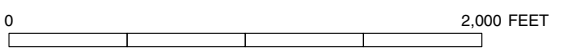
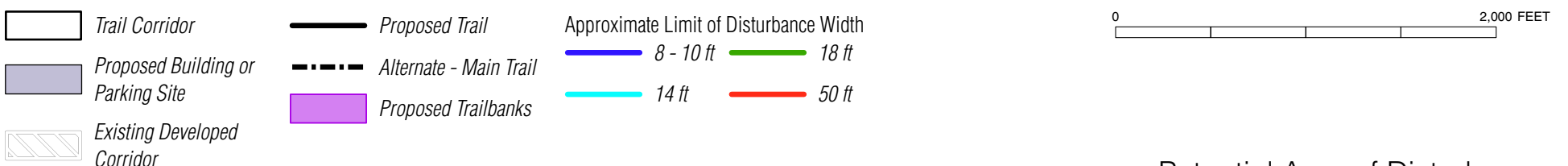
### *POTENTIAL AREA OF DISTURBANCE FOR FJORD TRAIL NORTH*

Fjord Trail North is divided into three reaches, as shown on **Figures II-1a and II-1b**, characterized by the trail's setting:

- **Marsh Trail Reach**, extending from Long Dock Park to Fishkill Creek;
- **Forest Trail North Reach**, extending through woodlands from Fishkill Creek south to Dutchess Manor; and
- **Forest Trail South Reach**, extending from Dutchess Manor south to the BNCB.

The Marsh Trail Reach, comprising about 1.5 linear miles of Main Trail, would largely incorporate existing trails (Klara Sauer Trail and Madam Brett Park trails) and an unused rail line (see **Figure II-2a**) that would require some widening and other improvements to be Accessible. The Trail Corridor in this area would generally be about 18 feet wide, which would require limited







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vegetation clearing and ground disturbance along existing trails and an inactive rail right-of-way. The portion of Fjord Trail North along the Klara Sauer Trail would be elevated on a berm to address sea level rise, potentially requiring a wider disturbance area of about 30 feet, but limited tree clearing is anticipated given the width of the existing corridor. The Meander along Denning's Point would also mostly follow an existing trail with minimal tree clearing and ground disturbance, except for the northern most 0.3-mile portion that would be a new trail, requiring an estimated disturbance area of about 10 feet wide. The proposed Meander at Madam Brett Park would travel through forested area and possible wetlands, pending future field verifications, as needed, and would require an estimated disturbance area of about 10 feet wide.

The Forest Trail North Reach and Forest Trail South Reach (about 3.5 linear miles of Main Trail) would travel through forested area, requiring greater tree removal and ground disturbance, except for a short portion just south of Fishkill Creek that would travel along an existing cleared utility corridor with power lines. As shown on **Figure II-2a**, Option 1 would continue west along Fishkill Creek from the utility corridor and then turn south, paralleling the Hudson River and MNR tracks remaining at least 50 feet to the east of the MNR tracks. From where the trail would depart the existing utility corridor and south to about The Notch, as shown on **Figure II-2a**, Option 1 would be on relatively flat ground and the Trail Corridor would be about 18 feet wide. Option 2 would reduce potential impacts to existing wetlands, but would travel along steeper slopes and likely require a wider disturbance area of about 50 feet to accommodate grading. South of the Notch, the Main Trail, as well as the Connector to Dutchess Manor, would also navigate steeper topography and require a wider disturbance area of about 50 feet wide to accommodate grading (see **Figure II-2b**).

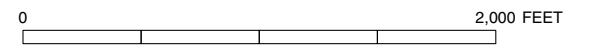
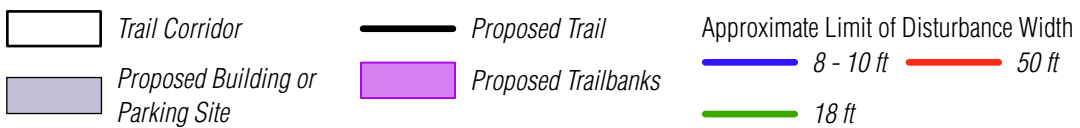
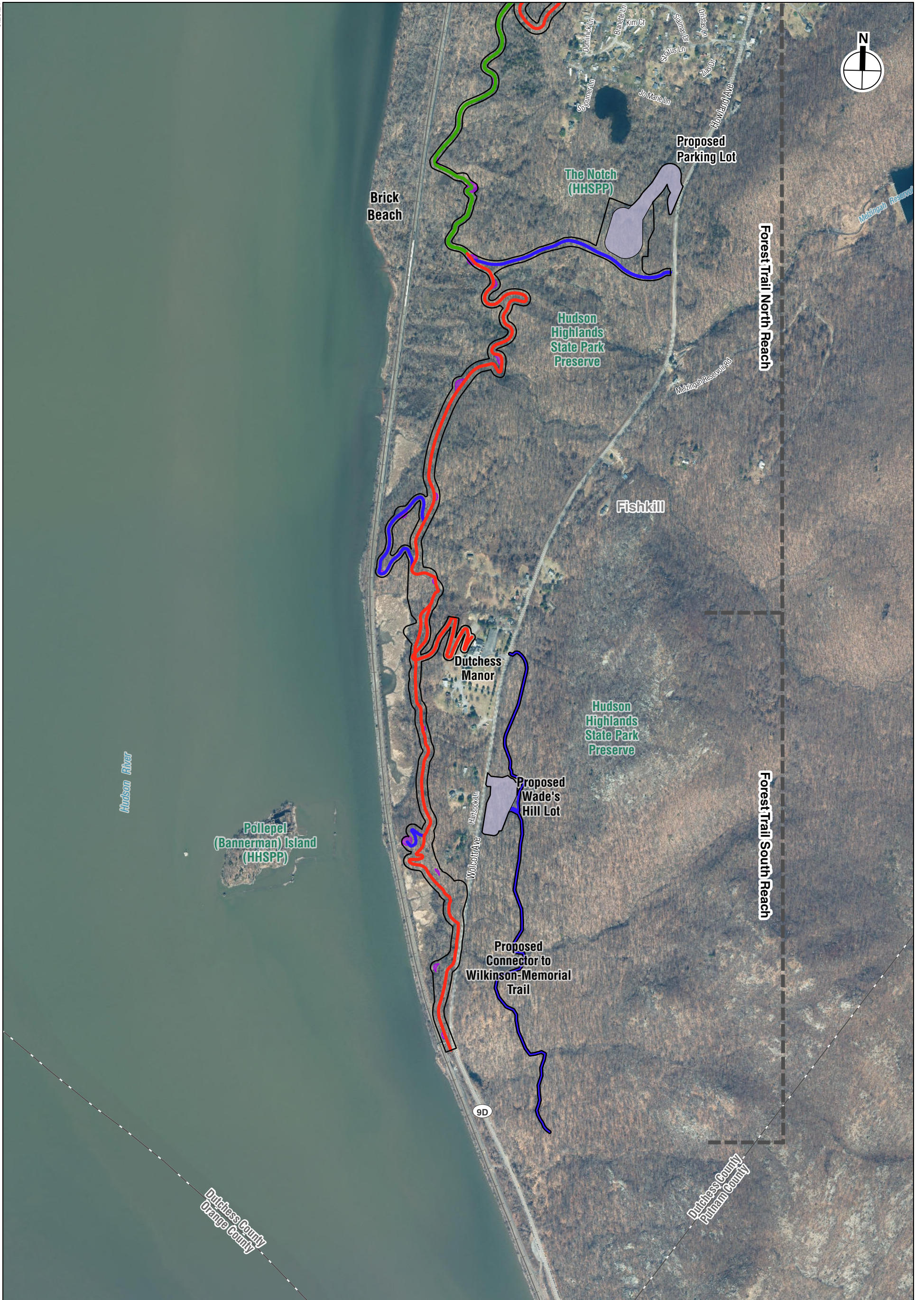
Other areas along Fjord Trail North that would require ground disturbance include: the proposed maintenance facility, which would be on a developed site and require limited tree clearing; The Notch parking area and restroom buildings, which would be located on a wooded lot and require ground disturbance and tree clearing of about 13 acres; and the Wade's Hill Lot and associated Connector Trail, which would be within a wooded area and require an estimated 3.7 acres of ground disturbance and tree clearing.

In total, the disturbance area for the Fjord Trail North Corridor would be about 39 acres with Main Trail Option 1 or about 45 acres with Main Trail Option 2), including Main Trail, Meanders, Connectors, and ancillary Components. Of that, about 30 acres would be within undeveloped areas (or about 35 acres with Option 2 Main Trail), and about 9 acres would incorporate existing trails or developed areas, which would require limited tree clearing.

### **FJORD TRAIL SOUTH**

The proposed Fjord Trail South would extend about two miles from the southern end of the BNCB near the Fishkill/Philipstown town boundary to Dockside Park in the Village of Cold Spring. Approximately 1.5 miles of Fjord Trail South would be within the Town of Philipstown and 0.5 miles would be within the Village of Cold Spring. Fjord Trail South would incorporate existing trails within Little Stony Point and Dockside Park and provide a new trail along the Hudson River shoreline and parallel to the MNR tracks north and south of Little Stony Point. Approximately 1.5 miles of the proposed Fjord Trail South would be within MNR right-of-way. As such, HHFT, Inc. will continue to coordinate with MNR as design advances to achieve MNR's requirements and stated objectives to ultimately obtain MNR approval to construct and operate the trail on its land. Some of MNR's requirements and stated objectives are (i) the design for the proposed Fjord Trail South provides a minimum 25-foot horizontal offset from the centerline of MNR tracks to the edge of the proposed trail, (ii) review and approval of construction work plans, (iii) future ability





Potential Area of Disturbance  
Figure II-2b



to perform maintenance including but not limited to track work and rip rap replacement, and (iv) future ability to respond to climate change using best practices including but not limited to raising track and associated infrastructure.

The proposed Fjord Trail South would connect to existing recreational resources, including Breakneck Ridge and trails in HHSP (within the Town of Fishkill) via the BNCB<sup>3</sup>, Little Stony Point, the Washburn Trail, and the Cornish Trail (in the Town of Philipstown), and Dockside Park (in the Village of Cold Spring).

At its northern end near the junction with the BNCB, Fjord Trail South would include an area referred to as the proposed Lower Overlook (see **Figure II-1c**). The proposed Lower Overlook would be at the base of Breakneck Ridge where it meets the Hudson River and would have seating steps along the river's edge that would provide scenic vistas and an area to rest. Between the proposed Lower Overlook and Little Stony Point, Fjord Trail South is proposed to travel within the MNR right-of-way on the west side of the MNR tracks along the Hudson River shoreline, with the first approximately half-mile on an elevated pile-supported structure and the remaining approximately half-mile at-grade on a narrow strip of land between the tracks and shoreline.

Fjord Trail South would continue through Little Stony Point on a boardwalk and at-grade roughly parallel to the MNR tracks and would, to the extent possible, follow existing trails that would be upgraded to be Accessible and widened. This section is within HHSP. Restroom buildings would be provided along the Main Trail in Little Stony Point. Fjord Trail South would connect to several existing paths within Little Stony Point that would serve as Meanders, which would be upgraded and improved to be Accessible, to the extent possible. A Connector would follow an existing path and bridge, owned by OPRHP, over the MNR tracks that leads to the existing Washburn Trail parking lot along NYS Route 9D, which provides connections to the Washburn and Cornish Trails in HHSP. As part of the Proposed Action, the existing Washburn Lot would be expanded from 48 to about 96 spaces and a new entrance to the lot would be provided from NYS Route 9D across from Fair Street, with the existing entrance potentially converted to exit-only.

It is proposed that Fjord Trail South would continue within the MNR right-of-way south from Little Stony Point to Dockside Park on the west side of the existing MNR causeway and would again be elevated on a pile-supported structure along the Hudson River shoreline. In Dockside Park, which is within HHSP, Fjord Trail South would incorporate an existing at-grade path and would include restroom buildings, a bike repair station, and a Meander to the water's edge that would connect to an existing kayak launch.

The elevated and at-grade sections of Fjord Trail South would be designed to be Accessible along its entire length. The elevated portion of the Fjord Trail South alignment would be about 10 feet wide to minimize overwater coverage while maintaining width requirements. At-grade portions of the Trail would be up to 12 feet wide.

HHFT, Inc. is also considering a Meander that would travel from Dockside Park along Main Street and Fair Street to the Little Stony Point entrance and Washburn Lot on NYS Route 9D. The Village of Cold Spring owns the portion of the Fair Street right-of-way within the Village, as well as the right-of-way of other local streets where the potential Fair Street Meander would travel. Putnam County owns the portion of the Fair Street right-of-way within the Town of Philipstown. This Meander could potentially consist of new sidewalks on the portion of Fair Street where none

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<sup>3</sup> Within HHSP, the Breakneck Ridge Trail connects with Undercliff Trail, Breakneck Bypass, Notch Trail, Wilkinson Memorial Trail, Nimham Trail, and Casino Trail.

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currently exist, pending further analysis and coordination with the Village of Cold Spring, Putnam County, and NYSDOT. For purposes of analysis in this DGEIS, this Meander is assumed to be part of the Proposed Action. However, Fjord Trail South would in any event provide an off-road route for pedestrians, hikers, and bicyclists destined from downtown Cold Spring, including the MNR station and river pier, to Little Stony Point and the HHSPP trails, such as Breakneck Ridge and Washburn, directly to the trailheads.

As a result of the Proposed Action, Fjord Trail North and Fjord Trail South would meet the north and south ends of the BCNB, respectively, thus creating a continuous Fjord Trail.

### *POTENTIAL AREA OF DISTURBANCE FOR FJORD TRAIL SOUTH*

Much of the disturbance area for Fjord Trail South would be along and over the Hudson River shoreline, with the Trail Corridor passing through wooded areas on Little Stony Point and at the proposed Lower Overlook (see **Figure II-2c**). The sections of Fjord Trail South over the river along the MNR right-of-way have been designed to accommodate the MNR-required minimum 25-foot setback from the centerline of the MNR tracks and cannot be placed entirely over land in these locations. The resulting overwater coverage has been minimized to the extent practicable while meeting the setback requirement by limiting the width of the trail to 10 feet and siting it as close to the shoreline as possible.

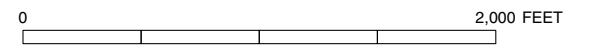
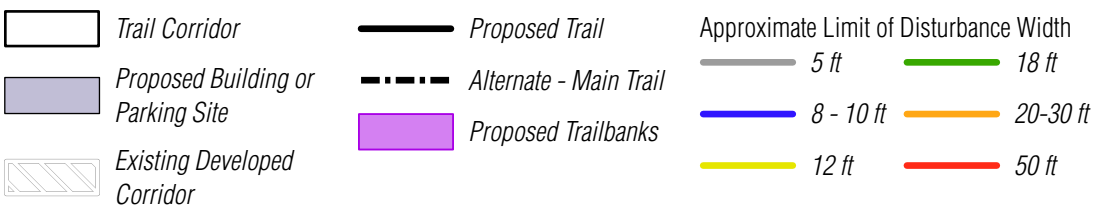
The area of the proposed Lower Overlook at the northern end of Fjord Trail South is an existing rocky and vegetated shelf at the base of Breakneck Ridge with an area of about one acre. This area would be cleared and graded, with trees preserved where possible. Shoreline stabilization measures with stone revetments would be installed where needed, as well as new plantings.

South of the proposed Lower Overlook, the proposed elevated Main Trail would be about 10 feet wide and travel on a narrow bank between the MNR tracks and Hudson River shoreline where there is limited vegetation. The trail would transition to on-grade and continue on a slightly wider strip of land between the MNR tracks and the Hudson River shoreline with more vegetation. Trees would be cleared within the trail footprint, with surrounding trees preserved where possible. Where impacts to existing habitat are unavoidable, opportunities exist to enhance the ecological integrity of the shoreline, increase its stability, and make it more resilient to climate change. These ecological enhancements would improve the existing condition by enhancing stabilization of the shoreline, providing planted areas for wildlife habitat and lifecycle needs, and replanting disturbed vegetation with flood and climate adapted native species.

Fjord Trail South would enter Little Stony Point and a new trail would be constructed on a boardwalk and a berm for an extent of about 0.2 miles, where the area of disturbance would be about 50 feet wide to accommodate grading. Fjord Trail South would then follow an existing trail in Little Stony Point for about 0.1 miles, requiring some widening but more limited ground disturbance and clearing, with a total width of disturbance of about 18 feet wide in this portion of the Trail Corridor. Meanders would follow existing trails in Little Stony Point and would have an estimated disturbance area of about 10 feet wide but would also require limited ground disturbance and clearing.

The proposed elevated portion of Fjord Trail South between Little Stony Point and Dockside Park would be 12 feet wide and travel on a narrow bank along the MNR causeway. Vegetation within the existing rip rap would largely be cleared, with some trees preserved where possible. In Dockside Park, Fjord Trail South and a proposed Meander would follow existing trails surrounded by open lawn areas, requiring limited ground disturbance.





Potential Area of Disturbance  
Figure II-2c



The proposed Meander along Main Street and Fair Street would follow existing sidewalks between Dockside Park and the municipal parking lot near the Village's wastewater treatment facility. From there to NYS Route 9D, new sidewalks may be installed, pending coordination with the Village, Putnam County, and NYSDOT. The new sidewalks would extend about 0.5 miles, be about five feet wide and ADA-compliant, and be within existing roadway right-of-way, requiring limited new ground disturbance. Additionally, the proposed Washburn Lot expansion would be in a wooded area and result in about 0.7 acres of disturbance and tree clearing.

In total, the disturbance area for the Fjord Trail South Corridor would be about 8 acres, including Main Trail, Meanders, Connectors, and ancillary Components. Of that, about 5.8 acres would be within undeveloped or overwater areas and about 2.2 acres would incorporate existing trails or developed areas with limited tree clearing.

## C. CONSTRUCTION AND PROJECT PHASING

### *OVERVIEW OF PHASING PLAN*

The proposed Fjord Trail is proposed to be constructed in four phases and in a manner that, to the extent possible, avoids and minimizes nighttime construction and impacts to MNR operations. As design advances, construction phasing will be confirmed and further evaluated, if needed.

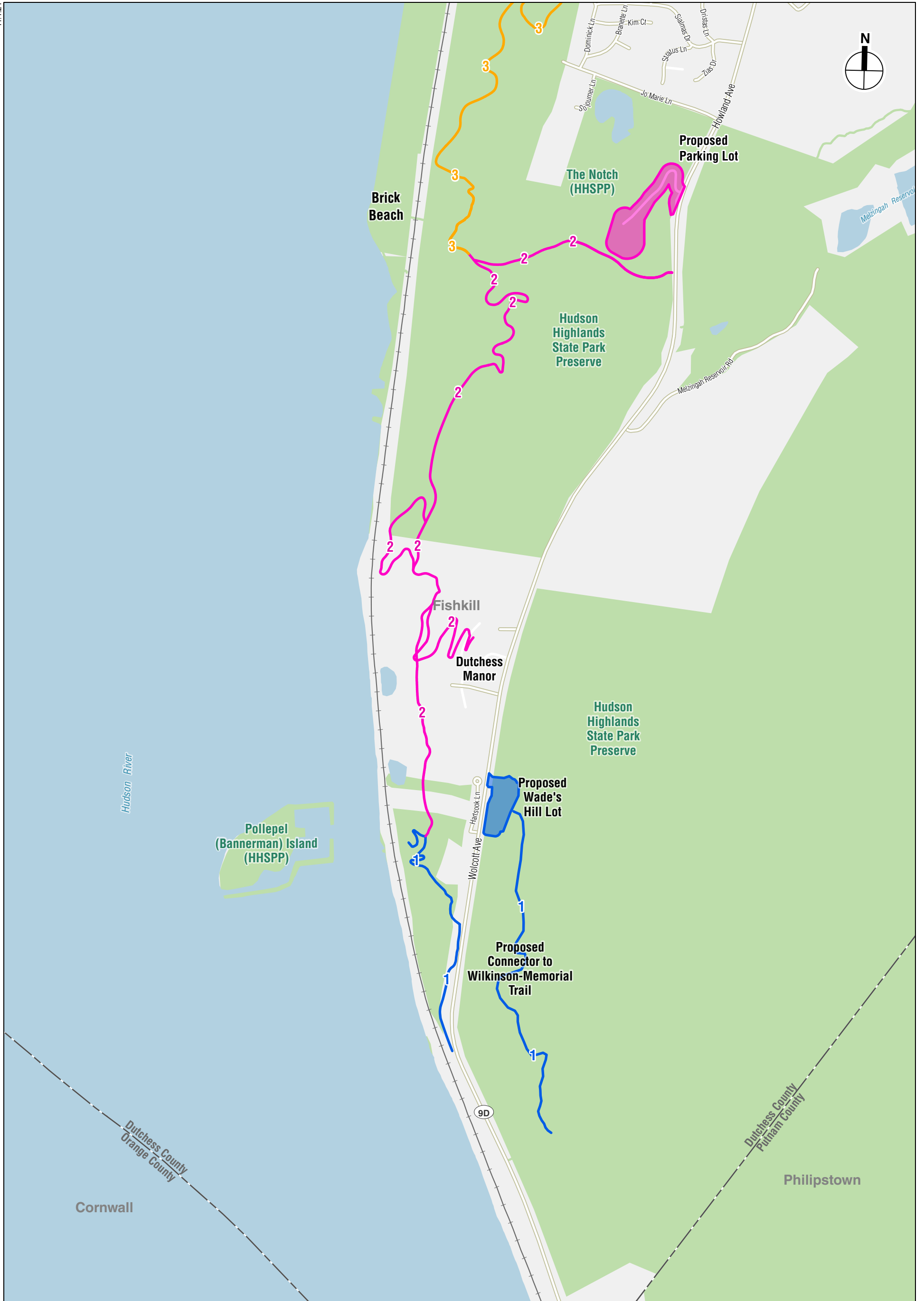
While sections of Fjord Trail North and Fjord Trail South would be constructed simultaneously, some portions would be completed before others and the trail would open incrementally, with completion of all phases anticipated by 2031. Construction activities would occur during weekday hours from 7 AM to 4 PM and would also be subject to time-of-year restrictions for in-water work and tree clearing to avoid impacts to protected species, as discussed further in the following sections. While final construction phasing would be determined during final design, the anticipated phasing plan for construction of the proposed Fjord Trail is summarized in **Table II-1** and shown on **Figure II-3a to II-3c**, with a more detailed discussion in the following section. As noted earlier in this chapter, the design of Fjord Trail South has advanced further than Fjord Trail North; however, due to the extended construction period of Fjord Trail South to observe restricted work periods, design of Fjord Trail North is anticipated to progress such that construction of both sections would occur concurrently.





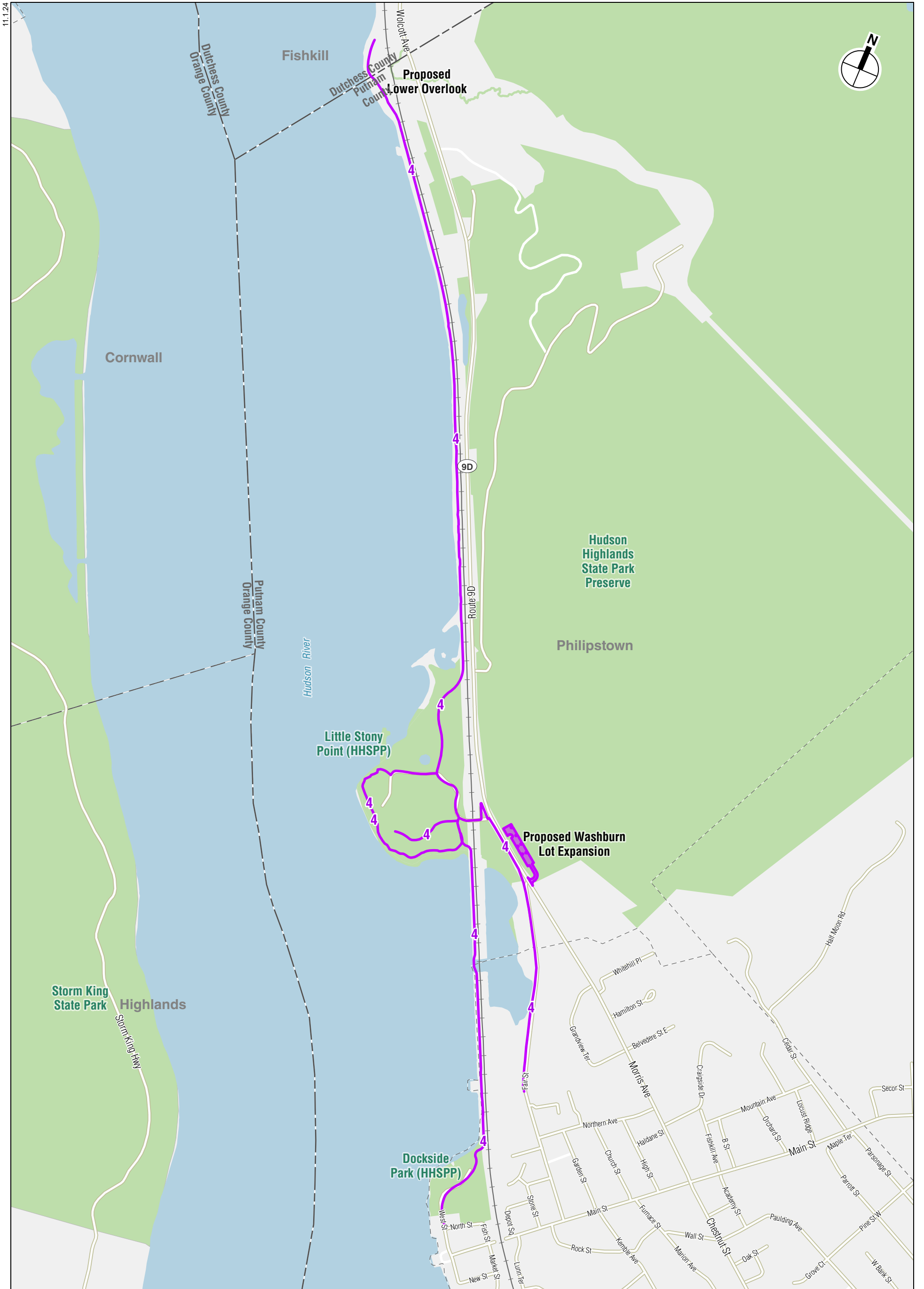
Phase 1 (2025-2026)  
 Phase 3 (2027-2029)

Construction Phasing (Fjord Trail North)  
 Figure II-3a



- Phase 1 (2025-2026)
- Phase 2 (2026-2029)
- Phase 3 (2027-2029)

0 2,000 FEET



Phase 4 (2026-2031)

0 2,000 FEET

**Table II-1  
Construction Phasing**

Construction Phase	Components	Anticipated Timeline (approx.)
<b>Fjord Trail North</b>		
<b><u>PHASE 1</u></b>	<ul style="list-style-type: none"> <li>• Main Trail from BN CB to Bannerman Island Overlook</li> <li>• Meander to Bannerman Island Overlook</li> <li>• Wade’s Hill Lot</li> <li>• Connector from Wade’s Hill Lot to existing Wilkinson Memorial Trail</li> <li>• Maintenance Facility</li> </ul>	2025 to 2026
<b><u>PHASE 2</u></b>	<ul style="list-style-type: none"> <li>• Main Trail from Bannerman Island Overlook to Notch Entry</li> <li>• Connector to Dutchess Manor</li> <li>• Connector to Notch Entry</li> <li>• Parking Area and Restroom Buildings at Notch</li> </ul>	2026 to 2029
<b><u>PHASE 3</u></b>	<ul style="list-style-type: none"> <li>• Main Trail Notch Entry to Long Dock Park, including Pedestrian/Bicycle Bridge over Fishkill Creek</li> <li>• Meanders at Denning’s Point and Madam Brett Park</li> <li>• Restroom Buildings at Long Dock Park and Denning’s Point</li> </ul>	2027 to 2029
<b>Fjord Trail South</b>		
<b><u>PHASE 4</u></b>	<ul style="list-style-type: none"> <li>• Main Trail (elevated on structure) from BN CB to Little Stony Point</li> <li>• Main Trail (on boardwalk and on-grade) in Little Stony Point</li> <li>• Main Trail (elevated on structure) from Little Stony Point to Dockside Park</li> <li>• Lower Overlook</li> <li>• Meanders in Little Stony Point</li> <li>• Restroom Buildings at Little Stony Point</li> <li>• Washburn Lot expansion</li> </ul>	2026 to 2031*
<b>Note:</b> * Construction would not be continuous during this timeframe due to in-water work restrictions from March to June.		

*CONSTRUCTION OF FJORD TRAIL NORTH*

As shown in **Table II-1**, Fjord Trail North is proposed to be constructed in three phases, with the first phase comprising the southernmost portion to connect with the BN CB and with subsequent phases continuing north. Construction activities would begin with tree clearing and grubbing along the proposed trail alignment. Tree clearing would occur during the winter hibernation period (November 1 – March 31) of protected bat species to avoid potential direct impacts to these species. Clearing would be followed by trail installation, including grading, installation of stormwater management features (as needed), paving, hardscape improvements, and landscaping. Each of these phases is anticipated to take about 24 to 36 months to complete.

Access for workers, equipment, and construction vehicles would be determined by the future contractor, but potential access points along the Fjord Trail North Corridor would include points directly accessed from NYS Route 9D (the northern end of the BN CB, Dutchess Manor, and the Notch site) and points accessed from NYS Route 9D via local streets (Long Dock Park via Beekman Street and Long Dock Road, Denning’s Point via Dennings Avenue, and Madam Brett Park via Tioronda Avenue). Madam Brett Park would provide limited construction access, as an existing railroad overpass limits horizontal and vertical clearance for trucks and equipment. Construction would not be expected to substantially effect use of Long Dock Park, but portions of the existing Klara Sauer Trail, existing trails at Madam Brett Park, and existing trails at Denning’s Point may require temporary closure during construction activities.

### *CONSTRUCTION OF FJORD TRAIL SOUTH*

Construction of Fjord Trail South (referred to as Phase 4 in the Construction Phasing Table) is proposed to generally occur in three sections involving three separate construction methods and each of these sections involve work within the MNR right-of-way:

- **Waterside construction** facilitated from barges for the northern portion, which would be on an elevated structure along the Hudson River shoreline from the Lower Overlook to about midway to Little Stony Point;
- **On-grade construction** from that point south to Little Stony Point and within Little Stony Point, as well as the proposed Lower Overlook; and
- **Top-down construction**, where construction would occur from the newly installed elevated on-structure trail itself as it is built along the Hudson River shoreline between Little Stony Point and Dockside Park.

These are general construction means and methods proposed for Fjord Trail South. The construction means and methods will be refined based on further evaluation and coordination. Each of these sections is shown on **Figure II-4** and summarized further below, with more detailed information provided in the Construction Logistics Reports included as **Appendix II-1 and Appendix II-2**.

Where construction activities would need to travel over MNR tracks, existing crossings would need to have an engineering and load bearing report prepared to determine if construction materials and equipment can traverse those crossings in order to be considered for use (including the existing bridge at the entrance to Little Stony Point from NYS Route 9D). HHFT, Inc. will continue to coordinate with MNR as design advances to minimize the potential for impacts to MNR and disruption to MNR service.

#### *Waterside Construction*

The northern end of Fjord Trail South is proposed to be constructed on an elevated structure supported by piles along the Hudson River shoreline. Construction of this portion of the trail would be facilitated from barges. Waterside construction activities would begin with mobilization of a construction barge and a materials barge. Cranes operated from the construction barge would be used to selectively clear boulders along the shoreline, install piles, and assemble the superstructure (support beams, deck planks, fencing, and railings). A boom concrete pump truck would also be operated from the barge to fill piles with flowable concrete and to construct other support components. A total of 149 piles would be installed within the Hudson River along this portion of the trail.

All waterside construction work would occur during six-month windows (July 1 to December 31) in accordance with time-of-year restrictions to protect aquatic species (see Chapter IV.E, “Biological Resources – Fjord Trail South,” for further discussion). Pile installation is estimated to be completed in the first six-month window, with superstructure, deck planks, and fencing and railings installed over the course of four subsequent construction seasons. Construction is anticipated to begin in 2026 and be completed by 2030.

#### *On-Grade Construction*

Fjord Trail South would be on-grade at the proposed Lower Overlook, within Little Stony Point, and an approximately 0.5-mile portion north of Little Stony Point along the Hudson River shoreline until it meets the on-structure portion discussed above. An approximately 300- to 350-

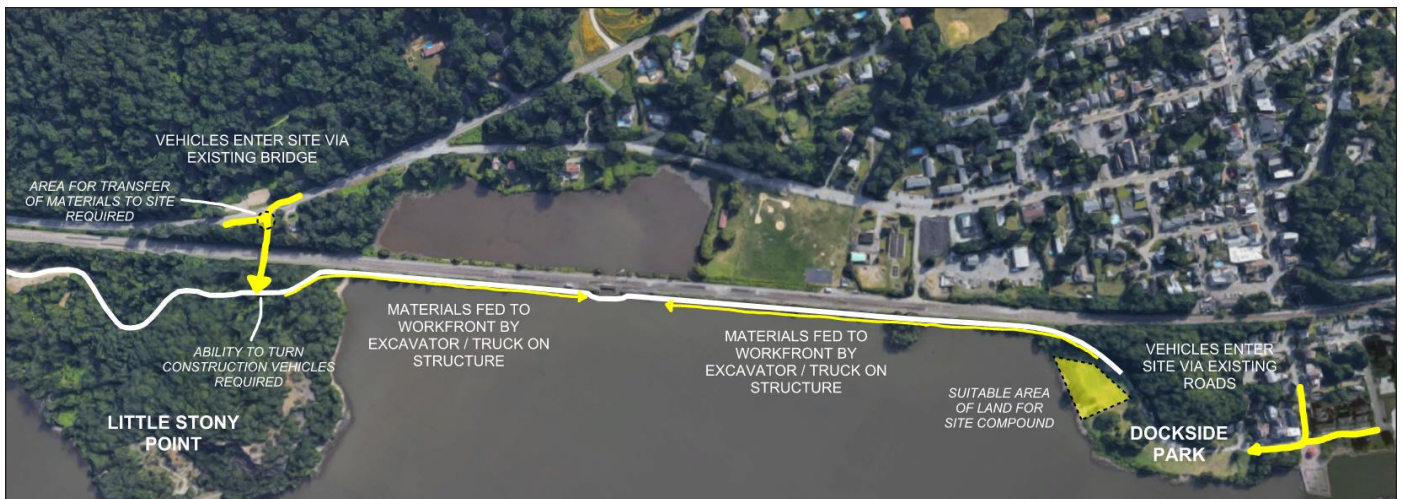




Overview of Construction Methods



Overview of Construction Logistics - Northern Portion



Overview of Construction Logistics - Southern Portion

# Construction Logistics for Fjord Trail South

Figure II-4

## **Hudson Highlands Fjord Trail**

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foot section of the on-grade trail in Little Stony Point would use a lightweight boardwalk structure to preserve existing drainage patterns. This structure is likely to comprise helical piles or micropile foundations, with simple steel or concrete framing and a concrete or timber plank decking.

Construction would begin with mobilization and establishing land access at Little Stony Point using the existing bridge at the entrance of Little Stony Point from NYS Route 9D. This entrance would provide access for trucks, personnel, and equipment. A laydown area would also be established in Little Stony Point for storage of materials and equipment. Access to the proposed Lower Overlook area would be from the water using a temporary floating platform to deliver materials and equipment to on-land work areas.

On-grade construction activities would begin with land clearing and grubbing. Tree clearing would occur during the winter hibernation period (November 1 to March 31) of protected bat species to avoid potential direct impacts to these species. The proposed trail alignment would then be graded, stabilized, and laid with crushed stone. On-grade construction for the middle section of Fjord Trail South and the proposed Lower Overlook is anticipated to begin a year after the waterside construction begins but would occur in parallel and take approximately four years to complete. Construction is anticipated to begin in 2026 and be completed by 2030.

### *Top-Down Construction*

Like the northern portion of Fjord Trail South, the southern portion between Little Stony Point and Dockside Park would be on an elevated structure supported by piles along the Hudson River shoreline. However, unlike the northern portion, this portion would not be constructed from barges but would use top-down construction methods. In this method, construction would occur from the trail itself as it is built using a multi-tool excavator and a crane.

This portion of the trail would be constructed from the north and south simultaneously and meet in the middle. Temporary vehicle access would be provided through Little Stony Point at the northern end and Dockside Park at the southern end. The excavator would be used to selectively clear riprap in pile locations and then use drill and hammer attachments to install piles. The excavator and crane would be used to lift structural components into place, and cast-in-place concrete would be delivered from a hopper barge. This process would be repeated for each span and would take about eight to nine days per span. A total of 284 piles would be installed for this portion of the trail.

Top-down construction activities would be restricted to the in-water work window (July 1 to December 31), during which an estimated 14 spans could be completed, depending on weather and other factors. Working within these six-month windows, construction would take about five years, with an additional year to complete the on-grade trail connections at either end in Little Stony Point and Dockside Park. Construction would occur in parallel with the waterside and on-grade construction activities and is anticipated to begin in 2026 and be completed by 2031.

### *Fair Street Meander*

The potential Meander along Main Street, Fair Street, and NYS Route 9D from Dockside Park to Little Stony Point would be confirmed as design advances and through further coordination with the Village of Cold Spring, Putnam County, and NYSDOT. The Meander would incorporate existing sidewalks and would involve construction of new sidewalks within the existing Fair Street right-of-way in areas where none currently exist. This includes the portion of Fair Street north of the existing municipal parking lot. Sidewalk construction would be anticipated to involve removal of existing pavement within the roadway shoulder, likely using jackhammers, and installation of



new sidewalks using concrete mixers and pumps. For purposes of analysis in this DGEIS, it is assumed that the Fair Street Meander would take approximately three to six months to construct and would be completed by the Project’s overall build year of 2031.

**D. APPROVALS, REVIEWS, AND PERMITS**

Coordination is ongoing through the SEQRA process and through future reviews, approvals and permits. The Proposed Action would require approvals and/or permits from a number of agencies, referred to as involved agencies. The anticipated approvals required for the Proposed Action and related involved agencies are listed in **Table II-2**. Other interested agencies or parties/groups that do not have a jurisdictional approval for, but have an interest in, the Proposed Action are listed after the table.

**Table II-2**  
**Involved Agencies and Potential Permits and Approvals**

Involved Agency	Potential Permits and Approvals
<b>New York State</b>	
NYS Department of Environmental Conservation	<ul style="list-style-type: none"> <li>• Article 15, Title 5, Protection of Waters-Stream Disturbance, Excavation/Fill in Navigable Waters, Docks, Moorings, Platform, as applicable;</li> <li>• Article 24, Freshwater Wetlands; State Pollutant Discharge Elimination System (SPDES) for stormwater discharge from construction;</li> <li>• Water Quality Certification pursuant to Section 401 of the Clean Water Act;</li> <li>• Article 11, Title 5 Endangered &amp; Threatened Species Incidental Take permit.</li> </ul>
NYS Office of Parks, Recreation, and Historic Preservation	<ul style="list-style-type: none"> <li>• Parks, Recreation and Historic Preservation Law Section 14.09 Review;</li> <li>• Cooperative agreements including an operation and maintenance agreement</li> </ul>
NYS Department of State	<ul style="list-style-type: none"> <li>• Local Waterfront Revitalization Program Consistency Review;</li> <li>• Coastal Zone Management Approval and Federal Consistency Determination</li> </ul>
NYS Department of Transportation	<ul style="list-style-type: none"> <li>• Highway Work Permits</li> </ul>
NYS Office of General Services	<ul style="list-style-type: none"> <li>• Easement for State-Owned Lands Under Water</li> </ul>
<b>Local/Regional</b>	
Metropolitan Transportation Authority (MTA) – Metro-North Railroad (MNR)	<ul style="list-style-type: none"> <li>• Property and maintenance agreements, and entry permits for construction</li> </ul>
Dutchess County	<ul style="list-style-type: none"> <li>• Department of Health review of restroom buildings, as required; potential land use approvals for improvements on municipal or private properties</li> </ul>
Putnam County	<ul style="list-style-type: none"> <li>• Potential approval for possible sidewalk improvements; Department of Health review of restroom buildings, as required; potential land use approvals for improvements on municipal or private properties</li> </ul>
City of Beacon	<ul style="list-style-type: none"> <li>• Property lease and potential land use approvals for proposed maintenance facility</li> <li>• Potential review and approval of Stormwater Pollution Prevention Plan (SWPPP) under Municipal Separate Stormwater Sewer Systems (MS4) program</li> </ul>
Town of Fishkill	<ul style="list-style-type: none"> <li>• Property agreement</li> <li>• Potential land use approvals</li> <li>• Potential review and approval of SWPPP under MS4 program</li> </ul>
Village of Cold Spring	<ul style="list-style-type: none"> <li>• Potential approval for possible sidewalk improvements</li> </ul>
Town of Philipstown	<ul style="list-style-type: none"> <li>• Potential approval for possible sidewalk improvements</li> <li>• Potential review and approval of SWPPP under MS4 program</li> </ul>

**Table II-2**  
**Involved Agencies and Potential Permits and Approvals**

<b>Involved Agency</b>	<b>Potential Permits and Approvals</b>
New York City Department of Environmental Protection	• Property agreement
<b>Federal</b>	
US Army Corps of Engineers	• Section 404 Clean Water Act and Section 10 Rivers and Harbors Act
US Fish and Wildlife Service	• ESA Section 7 Consultation
National Marine Fisheries Service	• ESA Section 7 Consultation; Magnuson-Stevens Act – Essential Fish Habitat Consultation

**INTERESTED AGENCIES**

Village of Nelsonville

**INTERESTED PARTIES/GROUPS**

Scenic Hudson

Riverkeeper

Hudson River Fisherman’s Association

Hudson River Foundation

National Audubon Society, Audubon New York

Hudson River Environmental Society

Hudson Highlands Land Trust

New York-New Jersey Trail Conference

Little Stony Point Citizens Association

Friends of Fahnestock and Hudson Highlands State Parks

The Lenape Center

Open Space Institute

The Bannerman Castle Trust

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